KWOC

A STUDY OF THE

"SEASONAL INSHORE CODTRAP FISHERY GLUT"

December, 1977

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COMMITTEE MEMBERS

Marvin Barnes - Director Chief
Industrial Development Branch
Department of the Environment

Bazil French - Retired

William Short - Business Agent, Newfoundland
Fishermen, Food and Allied
Workers Union

Eli Tucker - Fisherman

James White - Inspector Manager, Canadian
Salt Fish Corporation

C. P. Russell - Chairman

SPECIAL ADVISORS

Doug Newbury - Regional Engineer
Inspection Branch
Department of the Environment

Frank Slade - Head Regulatory Control
Inspection Branch
Department of the Environment

TERMS OF REFERENCE

One of the major recurring problems associated with the Province's inshore fishery relates to the inability of inshore codtrap fishermen to dispose of all landings during the peak of the codtrap fishery. It is recognized that this perennial 'glut' problem is primarily caused by groundfish processors not having sufficient processing and freezing capacity to accommodate this over-supply of inshore fish during the relatively short 'glut' period. Reliable estimates indicate that codtrap fishermen are losing approximately two million dollars in potential annual earnings and also upwards of 200 man years of employment is lost in the processing sector of the fishing industry. Hence the need to undertake an in-depth study of the 'glut' problem.

The purposes of the study are to:

1. (a) Undertake a comprehensive examination of the seasonal inshore codtrap fishery glut to determine its major causes and to define those geographical areas where the problem is most pronounced.

   (b) Consistent with 1(a), identify any measures which have or are being taken by the private sector to alleviate ongoing problems associated with the 'glut' period.

   (c) Recommend the most appropriate action(s)

which might be taken by the private sector and/or government to cope with the 'glut' problem.

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The study has been carried out under the assumption that, WITH A VIEW TO MAINTAINING GOOD QUALITY, the codtrap fishery should be prosecuted to the fullest extent possible.

This, of course, does not mean that the resource or any part of it should be squandered or wasted. No one sector of the industry or individual whether it be fishermen, those engaged in transportation or processors have the right to squander or waste this valuable common resource when so many people are in dire need of protien.

The codtrap fishery lasts from six to eight weeks in most areas commencing approximately mid May on the south coast and ending the latter part of August in northern Newfoundland and Labrador. Because of the short duration of the codtrap fishery it is difficult to recommend large capital investment in processing equipment in any one area. Only where such investment would permit prolonged operations could it be recommended. For this reason the committee has considered for immediate action programs which might better utilize facilities already in existance.

There is however, a realization that in the long term additional facilities will be required to take care of increased landings due to the management of the 200 mile zone

and the replenishing of fish stocks. There is every reason to believe that in the near future not only will there be a glut from cod traps but a general glut in ground fish if our processing and holding facilities remain at their present level.

Markets are subject to frequent changes due to exchange fluctations, availability of fish from other countries, prices for other forms of protien - poultry etc., and the internal financial stability of the countries to whom we sell. It is obvious markets require study on a continuing basis and because of this it was assumed for purposes or this study that all fish caught and processed could be sold.

PLACES VISITED AND DISCUSSIONS WITH

ARNOLDS COVE	-	BOLT, Eric Fisherman
		WAREHAM, Bruce National Sea Products Ltd.
		WADMAN, Kevin Wadman Enterprises Ltd.
BADGERS QUAY	-	SPURRELL, Eric Fisherman
BAY BULLS	-	O'BRIEN, Bud Bay Bulls Sea Products Ltd. and President of Fisheries Association of Newfoundland and Labrador
BAY D'VERTE	-	QUINLAN, Patrick Manager Quinlan Brothers Ltd.
BONAVISTA	-	POTTLE, Leo Bonavista Cold Storage Co. Ltd.
BRIGUS	-	HISCOCK, Dave W. J. Hiscock and Sons Ltd.
CAPE BROYLE	-	Fishermen
CARBONEAR	-	EARLE, Fred President Earle Fisheries Ltd.
CATALINA	-	BURSEY, Clayton Mifflin Fisheries Ltd.
COTTLES ISLAND	-	KING, A. R. A. R. King Fisheries Ltd.
DILDO - NEW HARBOUR	-	Fishermen
DILDO SOUTH	-	HILLIER, John J. B. Nickerson and Son Ltd.
FERMEUSE	-	MOORES, Richard Bonavista Cold Storage Co. Ltd.
FERRYLAND	-	Fishermen
FOGO	-	STAGG, Nelson General Manager Fogo Island Co-Op and Fishermen

FORTUNE	-	MAUGER, Harvey Retired Manager Booth Fisheries Ltd.
	-	MULLINS, Jack Booth Fisheries Ltd.
GRAND FALLS	-	Fisheries and Marine Service Department of the Environment
HANTS HARBOUR	-	JANES, Ed P. Janes and Sons Ltd.
LASCIE	-	MARTIN, Clyde LaScie Fish Plant
LAWN	-	LAMBE, Robert Fisherman
		TARRANT, Pius Manager Salt Fish Plant
MOORING COVE - MARYSTOWN	-	MARTIN, Charles Fishery Products Ltd.
MUSGRAVE HARBOUR	-	GUY, Bruce Fisherman
NEW PERLICAN	-	MILLS, Graham
NIPPERS HARBOUR	-	STARKES, Lloyd L. C. Starkes and Son
PORT DE GRAVE	-	DAWE, George George Dawe and Sons Ltd.
PORT UNION	-	BRAGG, Roy Fishery Products Ltd.
QUIDI VIDI	-	BURSEY, Ray Fort Amherst Seafoods Ltd.
		NEWMAN, Glen Cabot Seafoods Ltd.
		TUCKER, Eli Fisherman
RIVERHEAD, ST. MARY'S BAY	-	Fishermen
SOUTHPORT	-	DEAN, Arthur
ST. VINCENTS	-	Fishermen

TREPASSEY	-	SHEA, Gordon Fishery Products Ltd.
TWILLINGATE	-	KEATES, William Fishery Products Ltd.
VALLEYFIELD	-	WAY, Boyd Beothic Fisheries Ltd.
WINTERTON	-	GREEN, Calvin E. J. Green Co. Ltd. GREEN, Derrick E. J. Green Co. Ltd.
WITLESS BAY	-	O'BRIEN, Arthur SMART, Kevin Newfoundland Quick Freeze Ltd.
ST. JOHN'S	-	DOUCET, F. MACKENZIE, W. ROSSITER, V. Department of the Environment Ottawa CAREW, John ETCHEGARY, Gus MONROE, Dennis WEST, Philip Fishery Products Limited BRADBURY, L. Chairman Canadian Salt Fish Corporation MALONEY, Aiden President Canadian Salt Fish Corporation WAREHAM, Harry W. W. Wareham and Sons Ltd.

CONCLUSIONS

From a processors' point of view codfish taken in traps during the caplin skull has several strikes against it.

A large proportion of the fish is small and, therefore, more expensive to process. This is particularly so in some areas.

Because the fish is gutted with caplin it deteriorates very rapidly.

It is soft and does not stand up to a lot of handling.

The abundance for a short period (4 to 6 weeks) upsets the orderly production flow of plants who depend on landings from deep sea trawlers and/or longliners. Plants which depend on these landings for most of the year (as they must) are obliged to give trawlers and longliners priority.

It is, therefore, understandable why some processors look upon the trap fishery with little enthusiasm. Yet most of the processing companies whose operations are on the east and north east coasts, north west coast and Labrador had their beginning in the codtrap fishery and down through the years produced a good quality product.

The codtrap fishery has played and continues to play a very important role in the economy of the Province. It is

the most efficient method of taking large quanties of codfish and if properly managed it can play an even greater role in the inshore fishery. It is therefore, imperative that full advantage be taken of the large quanties of codfish which come to our shores each year.

To do this better utilization of existing facilities must be achieved, additional landing berths and more ice should be made available.

The transportation of fish from landing sites to plants and from plant to plant should be better organized. The equipment is not always suitable or adequate and should be improved. The use of insulated containers should be encouraged.

Information relating to surplus or requirements in areas should be readily available to processors and fishermen.

Although there is over processing capacity for most of the year there is insufficient during the trap season. It would seem therefore, that a banking of surplus during the trap season for processing later would solve some of the glut problem. Either the trap cod or deep sea landings of other species should be frozen if at all practical. In this manner idle capacity could be utilized.

Additional facilities will be required as the stocks increase. The entry of more young men into the inshore fishery and the reduction of the work week from six to five days will add to the necessity of increased onshore facilities.

RECOMMENDATIONS

IMMEDIATE

I. INFORMATION DESKS

That the Department of Fisheries establish a Central Information Desk with Sub Desks located in areas whose function would be:

(a) To make available to processors and fishermen information on fish landings and quanties in excess of or less than local requirements.

(b) To make available to the transportation operators the location, destination and quanties of fish to be moved.

(c) To assist generally in the orderly flow of fish from the fishermen to the processor.

II. ORGANIZED TRANSPORTATION

That the Department of Fisheries in co-operation with the fish processors enter into an agreement with a large trucking company or companies for the transportation of fresh fish from landing sites to processing plants and/or from plant to plant within the Province. The transportation of ice and finished product should also be included.

All vehicles used would have to comply with regulations for the transportation of fresh or frozen fish.

The trucking company would be responsible for the provision of adequate units so as to avoid undue delays and would work in continuous communication with the Central and Area Information Desks established throughout the Province.

Agreed trucking rates would be paid in the same manner as exists at present.

III. FREEZING AND HOLDING FOR FUTURE PROCESSING

That an experiment be carried out during the comming cod trap season to establish the feasibility, physically and economically, as to whether or not trap cod fish can be frozen, held and processed at a later date.

The experiment would involve the following:

(a) Purchase 100,000 pounds gutted headon good quality trap fish during the trap glut.

(b) Rough grade as to size, freeze and hold in cold storage for 60/90 days.

(c) Thaw and process as follows:

  (i) 40,000 pounds frozen product

  (ii) 40,000 pounds salt cod (heavy kench)

  (iii) 320,000 pounds minced salt cod.

Exact records to be kept of cost, temperature, thawing techniques, weight loss, etc. Strick observance of quality maintained throughout the experiment and costing of equipment.

IV. MOBILE FREEZING

That the Provincial Government purchase or rent one or two mobile land based freezing units, have them located in glut areas and move them to other locations as required. These units could be used later for freezing other species such as herring, mackerel, squid and caplin when available.

That the Provincial Government charter a freezer trawler for the months of June, July and August, have the vessel move from port to port as required to freeze surplus landings.

That the fish when purchased by the Provincial Government be stored and offered for sale by Public Tender.

V. ADDITIONAL ICE MAKING EQUIPMENT AND ICE STORAGE FACILITIES

Processors are urged to take full advantage of the Federal Department of Fisheries Program whereby financial assistance is provided for the installation of ice making equipment and ice storage so that an abundance of ice is available where needed.

VI. PROCESSING

(a) That all plants be obliged to accept fish offering when they have idle capacity even if such action involves the hiring of additional workers.

(b) That during the trap season plants operating freezer trawlers be encouraged to hold the frozen portion of their cargo in cold storage on shore for later processing and concentrate as much as possible on inshore fish as available.

(c) That non freezer trawler operators be encouraged to freeze the last two days catch and hold for further processing in order to concentrate as much as possible on available inshore fish.

(d) That all processing plants provide space and facilities where fishermen may split that portion of their catch which they cannot sell as round or gutted headon. The processing plants should be in a position to purchase and salt the split fish.

VII. IMPROVED AND INCREASED SALT FISH PROCESSING FACILITIES

That the Canadian Saltfish Corporation through its agents be required to carry out the following:

(a) Increase wet storage space and upgrade existing rooms. Have both fitted with refridgeration and temperature controls.

(b) Increase dry storage space and upgrade existing rooms. Have both fitted with temperature and humidity controls.

(c) Either replace or modernize all dryers so as to take full advantage of improvements both in drying efficency and energy consumption.

VIII. CODTRAP - LICENSE

That all codtrap fishermen be licensed to ensure that:

(a) only bonafide fishermen and new entrants (those who intend to make fishing their main occupation) operate codtraps.

(b) moonlighters be eliminated from this fishery.

IX. CODTRAP MESH SIZE

That the regulations reguarding mesh size in codtraps be enforced and that the minimum mesh size of 3½" be increased if found practical over a period of five years.

X. OPENING DATES FOR DEEP SEA FISHERIES

That the Federal Minister of Fisheries be requested to arrange where possible the opening of a deep sea fishery for other species be either advanced or delayed so as not to coincide with the codtrap fishery.

XI. PRICES

That once prices have been negotiated and established by size and grade for round and gutted headon codfish, these prices should be paid to the fisherman whether the fish is used to produce a salted or frozen product.

XII. FOGO ISLAND

(a) That Fogo Island Shipbuilders and Producers Co-Operative Society Limited should be encouraged to acquire plate freezers with a capacity of approximately 50,000 pounds of fillets per day; cold storage rooms with holding capacity of 500,000 pounds finished product and the installation of a skinning machine. Additional ice making facilities should also be installed at suitable locations on the island.

(b) The Department of Transport be requested to have the ferry which operates between Seldom and Carmanville or the landing ramps at Seldom and Carmanville modified so that the ferry may handle large trailer rigs.

XIII. EDUCATION

That the Department of Education be requested to allocate time slots on their study time table in the higher grades for the study of Information of our Fishing Industry. This should include:

(a) Species, commercial and other

(b) Methods of catching and processing

(c) Markets and their location

(d) Potential expansion and development.

Emphasis to be placed on the skills and trades required in the industry and the opportunities for long term employment.

LONG TERM

XIV. COMMUNITY STAGES

That community stages be established in a limited number of locations and some existing stages be enlarged and modernized.

XV. FEEDER PLANTS

That a limited number of feeder plants be built so that local labor is employed to partically process the landings which could then be transported for final processing.

XVI. BULK COLD STORAGE FACILITIES

That in addition to the cold storage facilities being established at Argentia the Department of Fisheries construct two additional bulk cold storage units one located on the North West Coast and one on the East Coast of the Province. Each unit with 10 million pounds storage capacity and contain freezing facilities, ice making equipment and ice storage.

XVII. BULK STORAGE - SALT FISH

That space be made available on a rental basis to the

Canadian Saltfish Corporation for the storage of wet salted fish at Argentia and in the two proposed cold storage depots, one on the northwest coast and one on the east coast.

COMMENTS ON RECOMMENDATIONS

I. (A) INFORMATION DESKS

THAT THE DEPARTMENT OF FISHERIES ESTABLISH A CENTRAL INFORMATION DESK WITH SUB DESKS LOCATED IN AREAS.

Each year in some part of the Province and for varying lenghts of time a large quanity of codfish is taken by trap fishermen. Fish is dumped by fishermen and plants and substainal quantitiesare not taken from the traps because processing facilities in the area are unable to handle it.

The glut does not occur all over the Province at the same time and is not always in the same area each season although one or two areas are fairly consistant in this regard. As a consequence it sometimes happens that some plants have far more fish available to them than they can handle while others require or could process additional fish.

There is a considerable movement of fish from one location to another at this time due to the efforts mainly of plant managers, but the present methods are not organized and considerable time is spent by plant managers in arranging the sale of raw product. In spite of their efforts, however, some plants are not working to capacity with considerable loss of production.

It is felt that central points where the overall

situation both locally and Province wide can be assessed will facilitate the more rapid flow of fish which will in turn make increased landings possible and more importantly improve quality.

II. (B) ORGANIZED TRANSPORTATION

THAT THE DEPARTMENT OF FISHERIES IN CO-OPERATION WITH THE FISH PROCESSORS ENTER INTO AN AGREEMENT WITH A LARGE TRUCKING COMPANY OR COMPANIES FOR THE TRANSPORTATION OF FRESH FISH.

Throughout the fishing season there is an almost continuous movement of fish from landing sites to plants and from plant to plant. Whenever a glut occurs the non-availability of suitable trucks causes considerable problems and quite often the down grading, even loss of product.

Most companies have some trucking capabilities but the cost of maintaining these for their own particular requirements is very high. Whenever extra capacity is required due to a large increase in volume of fish or breakdowns of trucks, emergencies arise necessitating the use of vehicles totally unsuited for the job.

The down grading of product due to prolonged delays and the unsuitabliity of trucks is considerable. In addition there is the large capital investment in vehicles.

Most processors agree that availability of trucks well equipped and organized would result in a better product and a larger through put during the season.

The Federal Department of Fisheries is entering into a substantial program over a three year period of providing insulated bulk containers which will be available on a user charge or purchase basis. Some 3,000 units will be available next season. An organized trucking service could tie-in very well with the utilization of these containers.

III. (C) FREEZING AND HOLDING FOR FUTURE PROCESSING

THAT AN EXPERIMENT BE CARRIED OUT DURING THE COMING COD TRAP SEASON TO ESTABLISH THE FEASIBILITY, PHYSICALLY AND ECONOMICALLY, AS TO WHETHER OR NOT TRAP COD FISH CAN BE FROZEN, HELD AND PROCESSED AT A LATER DATE.

The freezing of groundfish including cod, at sea, holding in plants on shore for processing at a later date has been established. However, there is considerable uncertainty as to whether or not codfish taken inshore by codtrap during the months of June, July, and August can be handled in this manner.

There is considerable interest into this method of handling trap cod and if it could be carried out successfully it would alleviate to a large extent some of the problems

associated with the codtrap glut. It would also enable processing plants depending on the inshore fishery to even out and lengthen their processing operations.

The experiment would involve the following:

(1) Purchase 100,000 pounds gutted headon good quality trap fish during the trap glut.

(2) Rough grade as to size, freeze and hold in cold storage for 60/90 days.

(3) Thaw and process as follows:

(a) 40,000 pounds frozen product

(b) 40,000 pounds salt cod (heavy kench)

(c) 20,000 pounds minced salt cod

Exact records to be kept of cost, temperatures, thawing techniques, weight loss, etc. Strick observance of quality maintained throughout the experiment and costing of equipment.

IV. (D) MOBILE FREEZING

Each year during the cod trap season there is a lack of freezing capacity in most areas. The locations are not always the same, neither are the requirements for additional freezing capacity. As a consequence the idea of establishing fixed freezing capacity in any one location based on the trap glut

alone would not appear to be economically viable due to the uncertainty and short duration of the trap fishery.

It is therefore, recommended as an experiment that:

(a) The Provincial Government purchase or rent one or two mobile land based freezing units, have them located in glut areas and move them to other locations as required. These units could be used later for freezing other species such as herring, macherel, squid, and caplin when available, and;

(b) The Provincial Government charter a freezer trawler, for the months of June, July and August, have the vessel move from port to port as required to freeze surplus landings.

In (a) and (b) above the fish to be purchased by the Provincial Government stored and offered for sale by public tender.

V. ADDITIONAL ICE MAKING EQUIPMENT AND ICE STORAGE FACILITIES (E)

The Federal Department of Fisheries continues to provide financial assistance for the installation of ice making equipment and ice storage.

The committee strongly supports this program and urges processors to take full advantage so that an abundance of ice

is available whenever needed. In fact the availability of ice should be considered a requirement just as important as an adequate supply of suitable water.

VI. (F) PROCESSING

(A) THAT ALL PLANTS BE OBLIGED TO ACCEPT FISH OFFERING WHEN THEY HAVE IDLE CAPACITY.

(B) THAT DURING THE TRAP SEASON PLANTS OPERATING FREEZER TRAWLERS BE ENCOURAGED TO FREEZE AND HOLD A PORTION OF THEIR CATCH FOR LATER PROCESSING.

(C) THAT NON FREEZER TRAWLER OPERATORS BE ENCOURAGED TO FREEZE THE LAST TWO DAYS CATCH WHEN LANDED, AND HOLD FOR LATER PROCESSING; AND,

(D) THAT ALL PROCESSING PLANTS PROVIDE SPACE AND FACILITIES WHERE FISHERMEN MAY SPLIT A PORTION OF THEIR CATCH.

All fish taken by fishermen is not processed. Some is dumped by both the fishermen and the processor. It is also known that additional fish could be taken from codtraps. This in spite of idle processing capacity. The idle processing capacity is sometimes due to a lack of knowledge of available fish, a lack of adequate transportation and for other reasons. It should be the responsibility of all concerned to exert every

effort so that idle capacity does not exist if fish is available.

Freezing at sea or on shore for processing at a later date will cost considerably more than if processed in the normal manner. However, it is doubtful if the cost to the economy as a whole by freezing is greater than the cost of dumping good quality fish once caugth.

Fresh fish processing plants do reach the position where they have to turn away fish or advise fishermen not to haul their traps. Quite a few fishermen have no facilities to split or salt fish.

If plants were to provide splitting facilities most fishermen would be able to sell additional fish by splitting part of their catch instead of dumping or leaving it in the trap.

VII. IMPROVED AND INCREASED SALT FISH PROCESSING FACILITIES (G)

THAT THE CANADIAN SALTFISH CORPORATION THROUGH ITS AGENTS BE REQUIRED TO INCREASE WET AND DRY STORAGE SPACE AND TO EITHER REPLACE OR MODERNIZE ALL DRYERS.

One of the ways to lessen the impact of the trap glut is to increase the production of salt cod both wet salted and dried. Tied in with this should be an all out effort to improve quality.

In order to increase production and improve quality there is a need to upgrade and expand facilities now operated by the agents of the Corporation. While substantial sums have been spent on equipment such as splitting machines, only a limited amount of capital has been invested in modernizing and/or expanding holding facilities during the past 15 to 20 years. Most dryers have been in existance for 15 years or more and were designed when energy costs were relatively cheap. There is also a need for centralized wet and dry temperature controlled storaged facilities.

VIII. (H) CODTRAP - LICENSE

THAT ALL CODTRAP FISHERMEN BE LICENSED.

There is quite an increase in the number of persons entering the codtrap fishery and the number of traps fished.

This situation has been as a result of:

(1) The price of codfish.

(2) The ability to sell round or gutted headon fish, and;

(3) The ease of entry into the fishery by obtaining a boat and trap or traps, fish them during the short season and then take employment elsewhere.

This increase is one of the causes of the glut since

processing facilities have not and cannot keep pace without making large capital investments in a short seasonal operation.

There are indications that persons employed elsewhere are entering the trap fishery and move back to their main occupation once the trap season is over.

These people of course contribute to the glut and thereby prevent bonafide fishermen from taking full advantage of this fishery. In order to protect bonafide fishermen and new entrants who intend to persue the fishery on a full time basis, a licensing program for codtrap fishermen should be established.

IX. (I) CODTRAP - MESH SIZE

THAT THE REGULATIONS REGARDING MESH SIZE IN CODTRAPS BE ENFORCED AND THAT THE MINIMUM MESH SIZE OF 3½" BE INCREASED IF FOUND PRACTICAL OVER A PERIOD OF FIVE YEARS.

Considerable contraversey has taken place regarding mesh size in codtraps as it relates to the taking of small or immature fish.

There has been a larger proportion of small and extra small fish landed by trap fishermen. This trend has been more pronounced in some areas. Because landings have been down fishermen have been forced to take whatever is available

in order to make a living. Also the introduction of preknit synthetic material and the Japanese trap have led to a reduction in mesh sizes.

Whether or not an increase in mesh size will reduce the quanity of small and extra small fish taken, the mesh sizes required under the regulations should be enforced. Consideration should also be given to a gradual increase over a period if increasing the mesh size beyond 3½" proves to be practical.

X. (J) **OPENING DATES FOR DEEP SEA FISHERIES**

THAT THE FEDERAL MINISTER OF FISHERIES BE REQUESTED TO ARRANGE WHERE POSSIBLE THE OPENING OF A DEEP SEA FISHERY FOR OTHER SPECIES BE EITHER ADVANCED OR DELAYED SO AS NOT TO COINCIDE WITH THE CODTRAP FISHERY.

It has happened that the opening of a fishery for another species has coincided with the trap fishery. Since plants are anxious to obtain their fair share of the quota, efforts are concentrated on taking these species and as a consequence less fish from codtraps can be handled.

It must be born in mind, however, that any action taken to increase the landings of the inshore fishermen must not in any way be to the detriment of the deep sea trawler fishermen.

XI. (K) **PRICES**

THAT ONCE PRICES ARE ESTABLISHED THESE PRICES SHOULD BE PAID TO THE FISHERMEN WHETHER THE FISH IS USED TO PRODUCE A SALTED OR FROZEN PRODUCT.

There has been a different price paid to fishermen each year for round and gutted headon codfish depending upon the method used in processing (salting or freezing).

The fisherman does not decide what happens to the fish once it is sold by him. The decision as to final product is made by the processor.

XII. (a) (L) **FOGO ISLAND**

THAT FOGO ISLAND SHIPBUILDERS AND PRODUCERS CO-OPERATIVE SOCIETY LIMITED BE ENCOURAGED TO ACQUIRE FREEZING FACILITIES, COLD STORAGE ROOMS AND ADDITIONAL ICE MAKING EQUIPMENT.

All fish landings on Fogo Island are handled by the Fogo Island Shipbuilders and Producers Co-Operative Society Limited. The cod is salted while other species are filleted and sold to processors off the island. Lack of suitable transportation, ice and a general glut elsewhere in the Province at the same time contribute to considerable quanties of fish shipped off the island for further processing being down graded or spoiled.

It is our opinion that quanties lost each year in this manner warrents the establishment of freezing facilities, cold storage holding facilities and additional ice making equipment on the island.

Total cost approximately $200,000.00 (to provide the cold storage room required the upgrading of existing chill room and the purchase of equipment).

XII. (b) (M) **FOGO ISLAND**

THAT THE DEPARTMENT OF TRANSPORT BE REQUESTED TO HAVE THE FERRY WHICH OPERATES BETWEEN SELDOM AND CARMANVILLE CAPABLE OF HANDLING LARGE TRAILER RIGS.

The ferry presently used on the run from Seldom to Carmanville is unable to accommodate refridgerated tractor trailers. This requires unloading the trucks which land at Carmanville and transferring the cargo to tractor trailers for further shipment.

Modifications are required to the vessel itself or the unloading ramps or both.

XIII. (N) **EDUCATION**

THAT THE DEPARTMENT OF EDUCATION BE REQUESTED TO ALLOCATE TIME SLOTS ON THEIR STUDY TIME TABLE IN THE HIGHER GRADES FOR THE STUDY OF INFORMATION OF OUR FISHING INDUSTRY.

Although courses are provided by Manpower through the College of Fisheries covering most trades and skills associated with the fishing industry there are many vacancies in the courses and openings for skilled employment in the industry.

Processors are using more and more machinery in their plants and fishing vessels are fitted with an increasing amount of electronic, hydrolic and refrigeration equipment. In addition there are requirments for trained cooks, diesel engineers, mates, etc.

Those already in the labour force usually qualify for unemployment insurance at the time the courses are in progress (during the winter months) and as a result some are reluctant to leave home. If students, through their schools, were made fully aware of the various trades required in the industry they may be more inclined to gear their studies along the lines of a particular trade.

IXV. (O) COMMUNITY STAGES

THAT COMMUNITY STAGES BE ESTABLISHED IN A LIMITED NUMBER OF LOCATIONS AND SOME EXISTING STAGES BE ENLARGED AND MODERNIZED.

There are quite a number of community stages located throughout the Province. A small number of them are not used while others are used to a limited degree. The larger proportion are providing a worth while service, are well organized and in fact have become small salt fish processing plants. They are also used as collection centers and holding units for other plants.

In some cases the unit requires new equipment. Others are too small and should be enlarged. In addition there are some communities where the inshore fishery is growing and require a new facility.

A continuing program should be undertaken in cooperation with the fishermen and the Canadian Saltfish Corporation.

XV. (P) FEEDER PLANTS

THAT A LIMITED NUMBER OF FEEDER PLANTS BE BUILT SO THAT LOCAL LABOR IS EMPLOYED TO PARTIALLY PROCESS THE LANDINGS WHICH COULD THEN BE TRANSPORTED FOR FINAL PROCESSING.

There are a few areas where a glut of cod occurs each

year during the trap season. All of this cannot be handled by the plants due to a shortage of labor, although, freezing capacity may be available.

A monitoring of the situation should be maintained in co-operation with the fishermen and the fresh fish industry.

XVI. (Q) BULK COLD STORAGE FACILITIES

THAT THE DEPARTMENT OF FISHERIES CONSTRUCT TWO BULK COLD STORAGE UNITS EACH WITH A STORAGE CAPACITY OF 10 MILLION POUNDS AND CONTAIN FREEZING FACILITIES, ICE MAKING EQUIPMENT AND ICE STORAGE.

During certain periods of the year the cold storage facilities in the Province is taxed to the limit whenever there is an extra demand due to increased activity. The lack of cold storage space is a deterrent in taking full advantage of the opportunities offered to exploit a particular fishery to the fullest, in spite of the fact that a considerable portion of our frozen fish products is stored in the United States pending sales.

While the greater part of our frozen ground fish products is sold in the United States once the product is stored there it weakens our position should we wish to sell elsewhere.

Processors are shipping increased quanties out of the Province by road transport. Transportation by trailer is very convenient and maybe cheaper in some cases. However, a shutdown of the gulf ferry service for a period could bring our fishery to very nearly a complete hault or at least greatly reduce our operations due to the lack of storage space in the Province for the finished product. Additional bulk storage space tied in with freezing facilities and ice making equipment with ice storage is desired and in view of the dangers involved in our dependance on road transportation these facilities should be located where both road and marine transportation can be used.

Each unit should have cold storage capacity of 10 million pounds with the storage area divided into sections each with individual temperature control. In addition the facility would have freezing capacity of 5,000 pounds per hour, vertical plate or blast or a combination of both as well as horizontal freezing with a capacity of 2,000 pounds per hour. Ice making capacity of 50 to 60 tons per day with ice storage capacity of 200 tons should also be included. Estimated cost for each complete facility $3,750,000.00.

It is suggested that these facilities be managed by a Crown Corporation and operated on a commercial basis.

XVII. (R) <u>BULK STORAGE - SALT FISH</u>

THAT SPACE BE MADE AVAILABLE ON A RENTAL BASIS TO THE

CANADIAN SALTFISH CORPORATION FOR THE STORAGE OF SALTED FISH AT ARGENTIA AND IN THE TWO PROPOSED COLD STORAGE DEPOTS.

As the production of salt cod increases so will the requirements for temperature and humidity controlled storage. All cold storage depots presently proposed will be located where there is a substantial production of salt cod. This storage would alleviate some of the problems relating to the saltfish sector. A substantial increase in the moisture content in fish shipped to some markets has taken place over the last few years and is continuing to grow. This necessitates storage under temperature controlled conditions.

The production of cured herring and other salted species would be assisted greatly if temperature controlled storage space were available.

GENERAL

There has been a trend by inshore fishermen during the past fifteen years or more to move away from the trap fishery to longliner operations. A reduction in landings per trap; availability of other species fished by longliners for longer periods each year; more buyers to take the catch when landed have all contributed to the reduction of the trap fishery. Recently, however, more fishermen are entering or returning to this fishery. Should the landings per trap return to normal due to the 200 mile limit the glut problem will indeed become serious.

It is estimated that last season approximately five million pounds of groundfish were dumped and/or put through offal plants, and trap codfish made up the greater part. The amount dumped by fishermen was not substantial from an overall point of view. However, any fish dumped by a fisherman is substantial as far as he is concerned. The quanties disposed of by plants represents considerable expenditures since not only was the fisherman paid for the fish but the processor had additional labour and transportation costs.

While the quantity of fish purchased as number one and later down graded cannot be established, the loss must be substantial.

There is no way an accurate or exact figure can be obtained indicating the quantities of cod left in traps because the fisherman did not haul. In conversation with plant managers and many

fishermen throughout the Province it is estimated that an additional 25 - 30 million pounds of cod could have been landed had there been adequate transportation and processing. This figure averages out to approximately 10,000 per codtrap. Increases, other than the usual fluctuations, will be in the same ratio as the increase in codfish stocks.

It is reasonable to assume that landings from codtraps will continue to increase and unless ways are found to handle the catch so will the problems.

In order to optimize the benefits from this fishery it is absolutely essential that Governments, processors, and fishermen co-operate. All should concentrate on quality control methods. An easing of the five day week by plant workers in plants dealing with the trap fishery during a glut would help the situation.

Fishermen should exercise restraint and keep landings in line with processing capabilities. They should pay particular attention to size, since once taken the fish is killed. The taking of undersized fish is just as much a waste as permitting fish to spoil after it is landed.

Processors should be in a position to either freeze or salt and, subject to market conditions, divert the fish to the product for which it is most suited. In fact the markets for salt fish are such that an increase in the production of the larger sizes is desirable. More fish under salt would help solve the problem.

Governments should assist where uneconomic ventures are necessary.

There is a limited amount of statistics provided with the report since this information is already held by the Department and available as required.

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Catalina to Hant's Harbour	10,111	9,124	7,566
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Fortune to Burgeo	16,034	15,137	15,801
Rose Blanche to Port aux Choix	9,199	6,629	7,860
Total	85,803	92,746	82,229

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Total	1,325,724 lbs.

(3) PLANT COLD STORAGE CAPACITY BY AREA IN MILLIONS OF LBS.

AREA	COLD STORAGE CAPACITY
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Catalina to Hant's Harbour	8.6
Bay de Verde to St. John's	15.975
Bay Bulls to Burin	12.6
Fortune to Burgeo	8.75
Rose Blanche to Port aux Choix	3.0
Total	64.2

(4) PEAK TRAP SEASON IN EACH AREA.

AREA	
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Catalina to Hant's Harbour	Early June to End-July
Bay de Verde to St. John's	Early June to End-July
Bay Bulls to Burin	Mid-May to End-July
Fortune to Burgeo	Mid-May to End-July
Rose Blanche to Port aux Choix*	Early July to End-August

* This area does not have a very extensive trap fishery.

APENDIX B

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	47	?	47	58	10	68	?	?	4	72
	103	?	103	158	107	265	0	17	21	286
B	64	4	68	100	128	228	?	?	43	271
C	NA	?	?	NA	80	80	NA	0	0	80
	24	?	24	72	11	83	?	?	10	93
	24	?	24	72	91	163	?	0	10	173
D	39**	?	39	39	168	207	0	0	0	207
	44**	?	44	44	168	212	1	0	1	213
	27	1	28	55	3	58	1	0	1	59
	110	1	111	138	339	477	2	0	2	479
E	28	38	66	101	73	174	0	0	0	174
	52	0	52	107	0	107	0	0	0	107
	13	3	16	28	4	32	1	0	1	33
	93	41	134	236	77	313	1	0	1	314
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	NA	?	?	NA	27	27	NA	1	1	28
J	NA	?	?	NA	4	4	NA	0	0	4
K	0	0	0	0	0	0	0	0	0	0
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LAND TAL	522	229	751	936	1497	2433	13	55	68	2558
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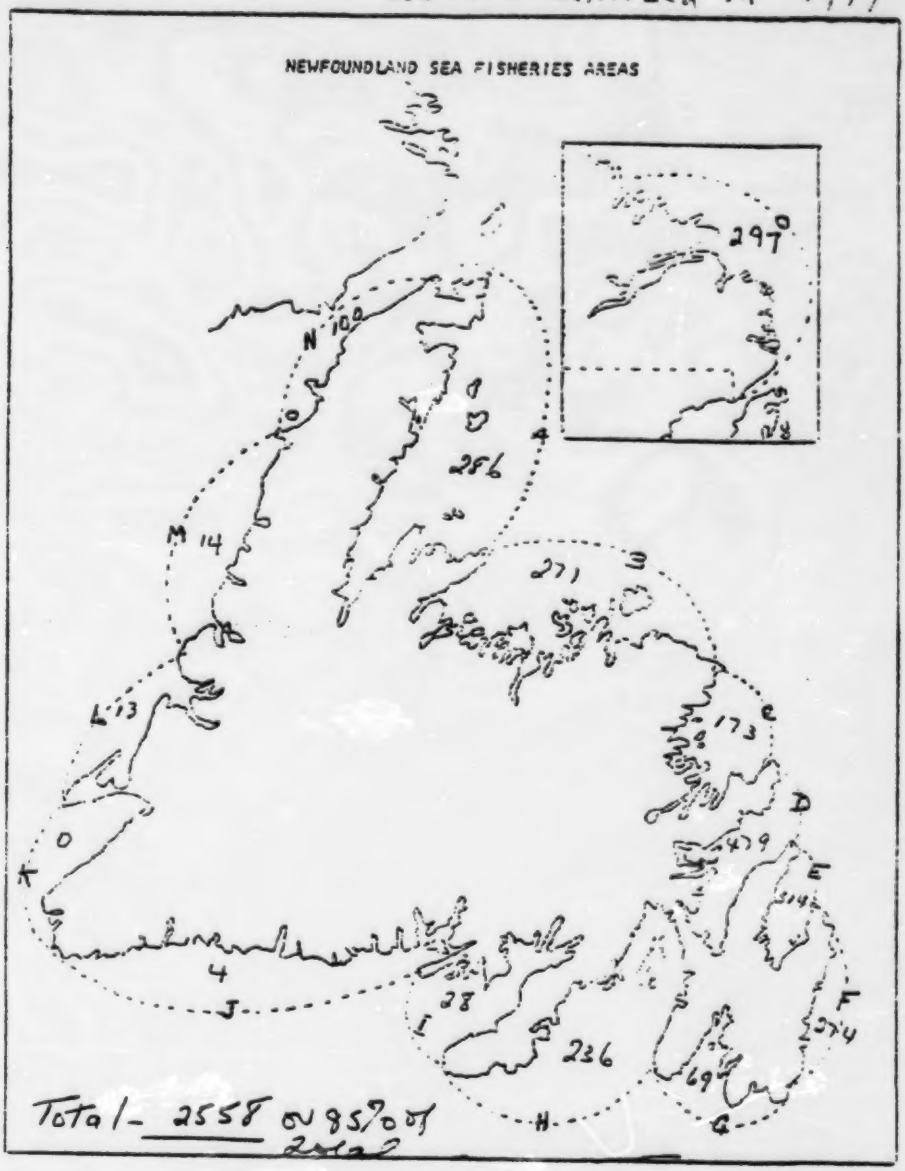

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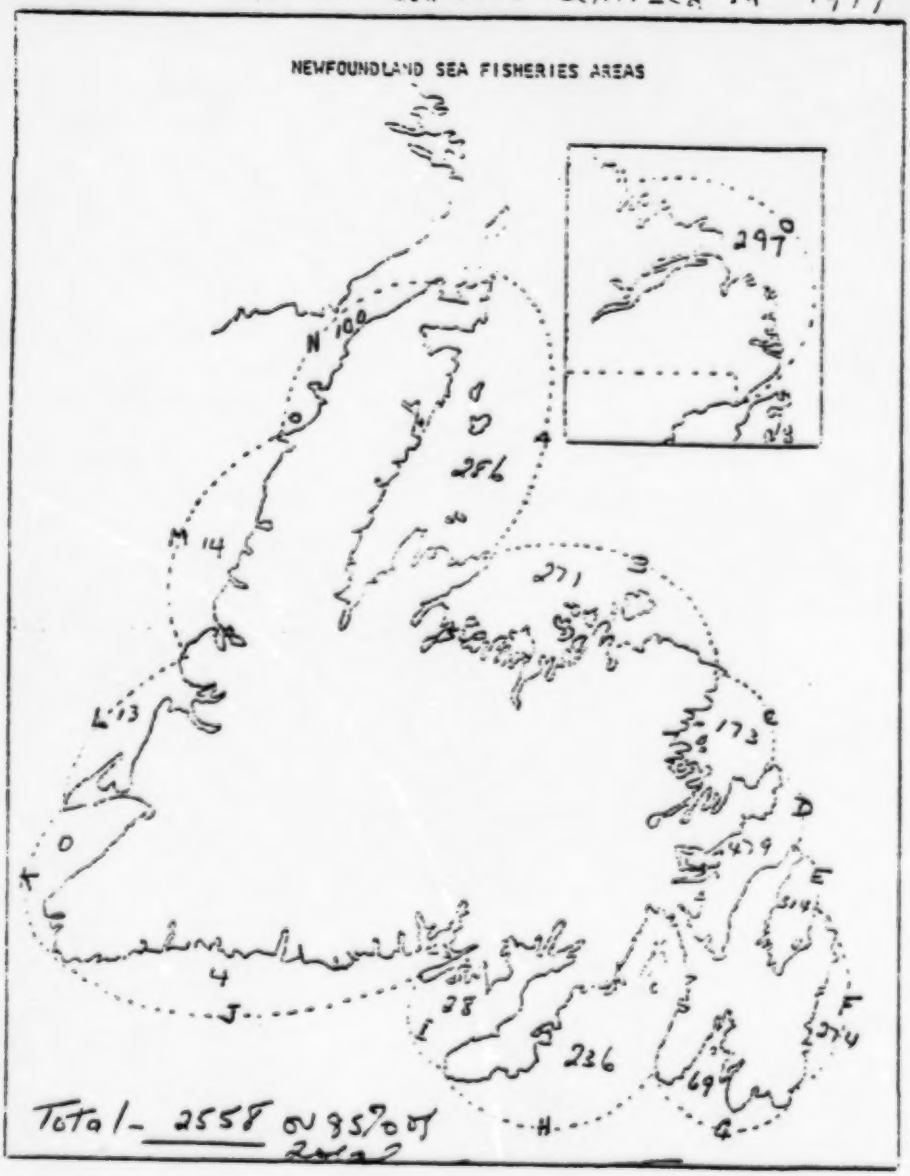

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K	0	0	0	0	0	0	0	0	0	0
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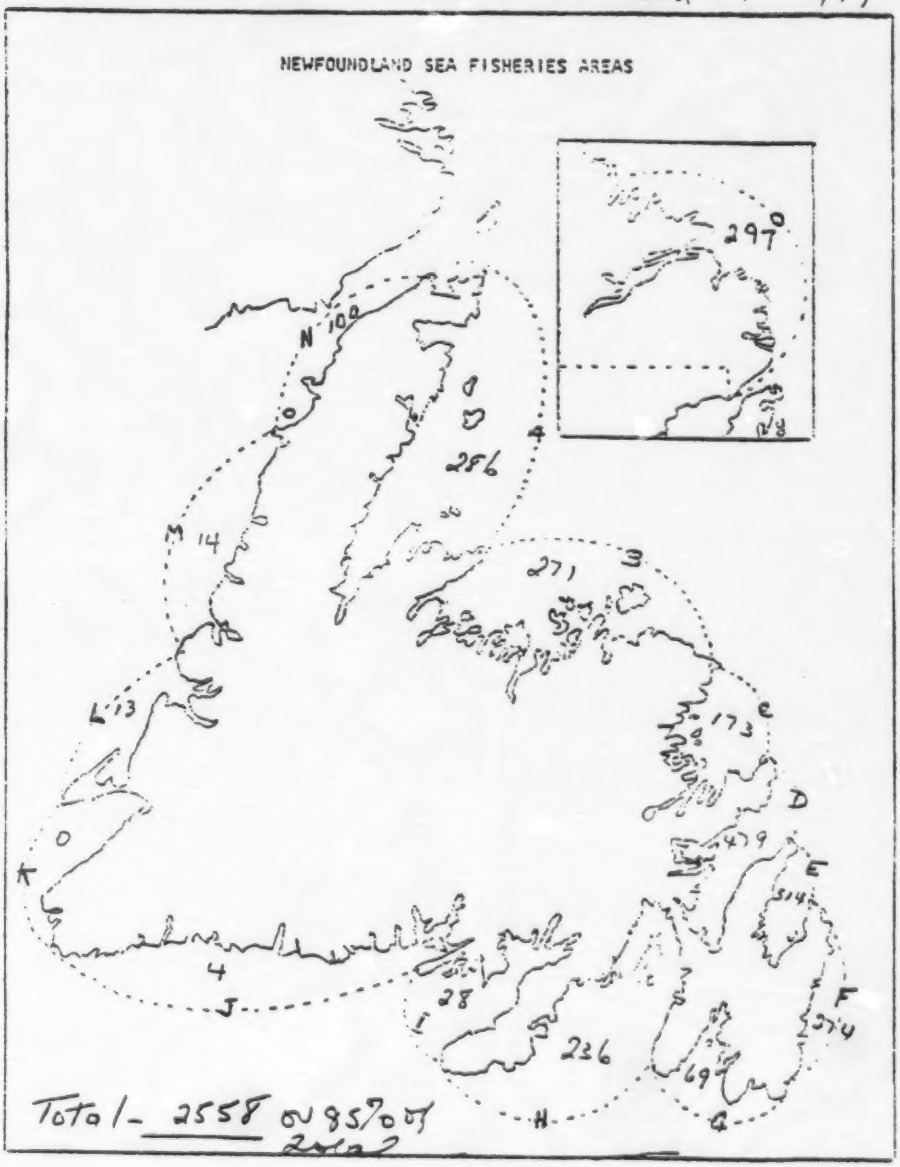

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